

1972 OCT 20 PM 5 51

**TOP SECRET SENSITIVE**

**EXCLUSIVE EYES ONLY**

**T O P S E C R E T 202133Z OCT 72 SENSITIVE EXCLUSIVELY EYES ONLY**  
**VIA BUNKER CHANNELS**

**FROM: SITUATION ROOM**  
**TO: PETER RODMAN**  
**CITE: WH32258**

ON-FILE NSC RELEASE INSTRUCTIONS  
APPLY

**TOHAK 61**

**OCTOBER 20, 1972**

**TO: PETER RODMAN**  
**FROM: AL HAIG**

WITH REFERENCE TO TOHAK 43, I AM NOT CERTAIN WHAT IS IMPLIED BY PARAGRAPH 5.B. OUR CHECKS HERE INDICATE THAT THAT AIRPORT IS ONE MILE FROM ALTERNATE AIRPORT WE PROPOSED AND ASSUMED YOU WERE REFERRING TO IN HAKTO 9. UNLESS OUR INFORMATION IS INCORRECT, THE AIRPORT IN TOHAK 48 HAS A SOD STRIP OF ONLY 5700 FEET. THIS IS A MINOR POINT AND MAY BE CLEAR TO YOU FROM OTHER DISCUSSIONS, BUT I WANTED TO BRING IT TO YOUR ATTENTION IN CASE YOU OR PILOT HAVE A QUESTION. I AM SURE YOU WILL BE DIRECTED TO THE PROPER LANDING SITE AND POWER WILL BE BROUGHT TO AIRCRAFT, BUT I AM UNCLEAR WHY THEY USED THAT PLACE NAME.

**TOP SECRET SENSITIVE**

**EXCLUSIVE EYES ONLY**

009.  
WTE DE WTE 22

No Objection to Declassification in Part 2010/05/18 : LOC-HAK-505-9-2-9

00 180125Z OCTOBER 72  
FM PETER RODMAN  
TO JON HOWE

1972 OCT 17 PM 9 46

HAKTO 9

TOP SECRET/SENSITIVE/EXCLUSIVELY EYES ONLY

OCTOBER 16, 1972

TO: JON HOWE

FROM: PETER RODMAN

REF: WHP 0060 (HAIG TO GUAY, OCT. 14)

1. YOU SHOULD FOREWARN EMBASSY SAIGON THAT SANDRA PARRISH HAS NO REPEAT NO PASSPORT.

2. FYI: WE RECEIVED FOLLOWING ANSWERS TO QUESTIONS REFTEL. I HAVE GIVEN TO PILOT:

(A) THEY INDICATE AGAIN THAT PRIMARY AIRPORT MENTIONED CANNOT REPEAT CANNOT HANDLE 707. THEY THEREFORE PROPOSE WE USE OTHER AIRFIELD YOU MENTION WHICH IS 10 MILES FROM CITY. (HAK DEFINITELY PREFERS 707 BECAUSE OF COMMUNICATIONS.)

(B) THEY INDICATE THAT GROUND POWER WILL REPEAT WILL BE PROVIDED AT THIS OTHER AIRFIELD, AS WE OUTLINED IN OUR NOTE HANDED TO THEM ON OCT. 10.

(C) APPROACH TO THIS OTHER AIRFIELD IS SAME AS TO PRIMARY AIRPORT, NAMELY VIA V. PRIMARY AIRPORT'S CONTROL TOWER WILL GUIDE AIRCRAFT TO THIS OTHER FIELD.

(D) THEY SAY THEY HAVE NO PROBLEM WITH CREW STAYING ON AIRCRAFT, WITH OUR USING AIRCRAFT FOR COMMUNICATIONS, WITH PRESENCE OF SECURITY GUARDS, OR WITH PROVISION OF CREW ACCOMMODATIONS, FOOD, AND AUTO FOR COURIERS.

3. LET ME KNOW IF YOU SEE ANY OTHER LOOSE ENDS, BASED ON ABOVE INFO.

WARM REGARDS...

TOP SECRET/SENSITIVE/EXCLUSIVELY EYES ONLY

NNNN

TOP SECRET SENSITIVE

EYES ONLY

CTB-HK-AB4124C3

ok

72 OCT 14 PM 8 30

142035Z OCT 72

T O P I S E C R E T SENSITIVE EXCLUSIVELY EYES ONLY WHP0060

OCTOBER 14, 1972

TO: COLONEL GUAY

FROM: GENERAL HAIG

PLEASE PASS THE FOLLOWING INFORMATION TO THE OTHER SIDE  
IN RESPONSE TO LAST PARAGRAPH OF INFORMATION PROVIDED  
CONCERNING GIA LAM AIRPORT:

--TYPE OF AIRCRAFT IS BOEING 707, TAIL NUMBER 86971, CALL  
SIGN AIR FORCE 86971. ✓

--AIRCRAFT CAN OPERATE ON VHF AND HF FREQUENCIES. ✓

--AIRCRAFT CREW WILL CONSIST OF PILOT, LT. COLONEL MCCLELLAND  
AND 20 CREW MEMBERS. (FULL LIST OF PARTY AND CREW WILL BE  
PROVIDED.) ✓

--AIRCRAFT FLYING SPEED 460 NAUTICAL MILES PER HOUR. ✓

--SPEED AT LANDING 140 NAUTICAL MILES PER HOUR. ✓

--LENGTH OF RUNWAY REQUIRED AT LANDING 6,500 FEET IF RUNWAY  
DRY; 7,500 FEET IF RUNWAY WET. ✓

--FLIGHT PATH WILL BE AS FOLLOWS: (JEPPESEN CHART) SAIGON  
TO PE-12, 10 MINUTES; TRACK 8 PE-12 TO PS, 28 MINUTES;  
PS TO CS, 4 MINUTES; CS TO VTN ON ROUTE B-68, 30 MINUTES;  
VTN TO MX, 28 MINUTES; MX TO HANOI, 20 MINUTES. (2)

Flt path same as 04M, — ~~passing over VTN to~~  
MX, 28 min, MX to Hanoi 20 min

PLEASE RAISE THE FOLLOWING AND ASK FOR ANSWERS WHERE APPLICABLE:

--707 AIRCRAFT HAS A GROSS WEIGHT ON LANDING OF 190,000 POUNDS WITH A PRESSURE OF 153 POUNDS PER SQUARE INCH. CAN GIA LAM AIRFIELD ACCOMMODATE THIS SIZE AIRCRAFT? (IT IS OUR IMPRESSION THAT IT CAN.)

--WE BELIEVE RUNWAY AT GIA LAM IS TOO SHORT TO HANDLE AIRCRAFT IF WET. (FYI: WE ESTIMATE RUNWAY LENGTH TO BE 6,600 FEET.) WOULD PHUC YEN AIRFIELD, WHICH IS ABOUT TEN MILES FROM HANOI, BE A SUITABLE ALTERNATE IN CASE OF WET WEATHER? IF SO, MAY WE HAVE NECESSARY RADIO AND NAVIGATIONAL INFORMATION NOW (SIMILAR TO THAT PROVIDED ON GIA LAM)? IF WEATHER SITUATION DETERIORATES WHILE ENROUTE HOW WILL AIRCRAFT BE INSTRUCTED TO SHIFT TO PHUC YEN AIRFIELD?

IN CASE OF BAD WEATHER AND GIA LAM IS ONLY FIELD AVAILABLE, PARTY COULD SWITCH TO T-39, SIX PASSENGER AIRCRAFT. AIRCRAFT WOULD TAKE ABOUT 20 MINUTES LONGER TO COMPLETE FLIGHT. T-39 REQUIRES 6,000 FEET LONG RUNWAY IF WEATHER IS WET AND 5,000 FEET IF DRY.

707 AIRCRAFT WOULD PLAN TO LEAVE SAIGON AT 0800 HOURS SAIGON TIME (0700 HOURS HANOI TIME) AND ARRIVE IN HANOI AT 0900 HANOI TIME.

AIRCRAFT WOULD BE USED FOR COMMUNICATIONS ONCE A DAY AND WOULD HAVE US GUARDS IN VICINITY AT ALL TIMES. IT IS ASSUMED THAT NORTH VIETNAMESE WILL ARRANGE ACCOMMODATIONS FOR AIRCRAFT CREW AS WELL AS PARTY.

END OF MESSAGE

NNNN

| <u>Name</u>  | <u>Passport No.</u> | <u>Function</u>  |
|--|---------------------|--|
| Dr. Henry A. Kissinger<br>Ambassador William H. Sullivan<br>Winston Lord<br>John Negroponte<br>Peter Rodman<br>David Engel   |                     | 25X1<br>Asst Secretary of State<br>Dr. Kissinger's Staff<br>Dr. Kissinger's Staff<br>Dr. Kissinger's Staff<br>Interpreter  |
| Miss Julienne L. Pineau<br>Miss Irene Derus  |                     | Secretary<br>Secretary   |
| :  |                     |  |
|  |                     | Security<br>Security 25X1  |
| LCol Lester C. McClelland<br>Maj James H. Brown, Jr.<br>Maj Harry J. Van Voorkis<br>MSgt Orson L. Kelly<br>MSgt Thomas C. Tiller<br>TSgt Raymond E. Johnson<br>MSgt Robert A. Koehler<br>MSgt John R. Lewis<br>TSgt Louis J. Lawrence<br>SSgt Clarence E. Cecil<br>TSgt V. F. Pachel<br>TSgt Charles H. Rude<br>MSgt Ronald H. Nieten<br>TSgt Carl T. Stockton<br>Sp4 James Edwards<br>TSgt William Rose<br>Sgt 1st Class Ronald Sanders<br>SSgt U. V. Gary<br>CWO Ronald Thompson<br>SSgt Larry N. Coleman<br>TSgt William L. Blackwell |                     | Pilot<br>Pilot<br>Navigator<br>Flight Engineer<br>Flight Engineer<br>Radio Operator<br>Radio Operator<br>Radio Operator<br>Steward<br>Steward<br>Steward<br>Steward<br>Aircraft Maintenance<br>Aircraft Guard<br>Courier<br>Aircraft Guard<br>Courier<br>Aircraft Guard<br>Courier<br>Aircraft Guard<br>Aircraft Maintenance |



CTG-HK-AD412427

1972 OCT 14 AM 9 38

ZZ 141254Z

TOP SECRET / SENSITIVE / EXCLUSIVELY / EYES ONLY  
TO: GENERAL HAIG THE WHITE HOUSE  
FROM: COLONEL GJAY AIRA PARIS  
REFERENCE YOUR WHP 0057.

MESSAGE PASSED TO CUSTOMER AT 11:00 LOCAL THIS DATE.  
CUSTOMER GAVE ME TWO WRITTEN AND ONE ORAL MESSAGE.  
ORAL MESSAGE AS FOLLOWS:

CONCERNING TECHNICAL ASPECTS OF TRIP TO HANOI:

A) WE ARE CHARGING YOU WITH RESPONSIBILITY OF  
FURNISHING THE ELECTRICITY AS MENTIONED IN POINT FOUR  
OF THE AMERICAN NOTE GIVEN TO OUR SIDE ON 10 OCTOBER 1972.

B) WE AGREE THAT THE FLIGHT PERSONNEL REMAIN IN  
THE AIRCRAFT ALL DAY.

C) WE REQUEST THAT THE US SIDE FURNISH US A LIST OF  
PERSONNEL IN THE DELEGATION INCLUDING THE CREW AND  
SERVICE PERSONNEL LISTING

THEIR FUNCTION AND PASSPORT

NUMBER.

D) THE FOLLOWING PERSONNEL ARE ADDED TO THE

KST

OF USUAL ATTENDEES FOR MEETING OF 17 OCTOBER.

1) LUU VAN LOI

2) TRAM QUANG CO

3) LE BAO

COMMENT: CUSTOMER CALLED LAST NIGHT AT ABOUT 9:00 PM  
AND ASKED FOR AN APPOINTMENT AT 11:00 AM TODAY. I  
AGREED AND ON ARRIVAL THIS MORNING HE SAID HE HAD  
THREE ITEMS TO COVER. HE GAVE THE TWO MESSAGES  
WHICH FOLLOW AND THEN THE VERBAL COMMENTS REPORTED  
ABOVE. I AM HOLDING THE VIETNAMESE VERSION OF MESSAGE  
CONCERNING THE NOTE UNTIL YOU ARRIVE. MESSAGE RE  
GAI LAN WAS ONLY IN ENGLISH. I HANDED HIM OUR MESSAGE  
WHILE I REAS HIS AND THEN TOLD HIM OF THE ADDITION OF  
AMB SULLIVAN TO THE NEXT MEETING. ATMOSPHERE WAS  
CORRECT, BUSINESS LIKE AND COURTEOUS. NO SMALL TALK  
AND NO TEA. END MESSAGE. WARM REGARDS.

ZZ 141202Z

T O P S E C R E T /SENSITIVE/EXCLUSIVELY / EYES ONLY

TO: GENERAL HAIG THE WHITE HOUSE

FROM: COLONEL GUAY AIRA PARIS

THE FOLLOWING WAS RECEIVED FROM CUSTOMER AT 1100 PARIS TIME  
THIS DATE: BEGIN TEXT.

DETAILS ABOUT GIA LAM AIRPORT: LOCALITY 21 DEGREES  
2 MINUTES 30 SECONDS NORTH- 105 DEGREES 53 SECONDS EAST.  
RUNWAY 024 DEGREES- 204 DEGREES 2000M X 45M -ELEVATION  
PLUS 8M.

APPROACH AND LANDING EQUIPMENT: OUTER BEACON IDENTI-  
FICATION: DC FREQUENCY 258 KCS - LOCALITY AT 6000M OUT OF  
RWY 02 (SOUTH). INNER BEACON IDENTIFICATION D, FREQUENCY  
530 KCS -LOCALITY AT 870M OUT OF RWY 02. THEY BOTH HAVE  
RADIO MARKER ON 75 MCS. CONTROL TOWER TWR IDENTIFICATION  
GIA LAM TOWER VHF, FREQUENCY 118.1 MCS. LANGUAGE IN USE:  
ENGLISH. MINIMUM WEATHER FOR QDI VISIBILITY 1500M CEILING  
150M.

COMMUNICATION AND APPROACH SYSTEM: AIR ROUTE FROM  
LAO VIA VIENTIANE, VIA THE CONTROLLED BEACON MX 258 KCS  
AT 20 DEGREES 23 MIN ES NORTH- 105 DEGREES 07 MINUTES  
EAST, THEN TO GIA LAM HEADING 045 DEGREES. AIR ROUTE WIDTH  
15 KILOMETRES 00, ALTITUDE REQUEST AS 8000M TO ENTRANCE,  
9000M TO EXIT. TELECOMMUNICATION BY GRAPHY WITH THE CENTRE  
GIA LAM IDENTIFICATION V2HN FREQUENCY 8654 KCS USE INTERNA-  
TIONAL "Q" CODE ADDED EITHER ENGLISH.

REMAKRS:

- FUEL JP1, JP4, JP 5 NOT AVAILABLE, HAVE ONLY RU-  
SSIAN TC-1 FOR JET ENGINES;
- ENTRANCE THE TERRITORY OF DEMOCRATIC REPUBLIC OF  
VIET NAM PROHIBITED UNLESS GET CONTACT WITH THE GIA LAM  
RADIO CENTRE OR GIA LAM TOWER;
- FLIGHT OVER HANOI CAPITAL STRICTLY PROHIBITED;
- RIGHT CIRCUIT FACES RWY 02;
- THE AIRPORT WILL RECEIVE THE AIRCRAFT THE TYPE AS  
B. 722 -200, B.737 OR JETSTAR C.140.
- AIR ROUTE FROM THE PACIFIC OCEAN NOT IN USE NOW  
BECAUSE HAVE NOT AVAILABLE EQUIPMENT.

THE FOLLOWING REQUIREMENTS MUST BE FULFILLED: TO ASK  
FOR CLEARANCE AND INTIMATE FLIGHT SCHEDULE INDICATING TYPE  
OF AIRCRAFT USED, NAME OF MAIN AIRCRAFT AND OF AIRCRAFT IN  
RESERVE (RADIOGRAPHY, RADIOPHONY, FREQUENCIES), NAME OF  
MAIN PILOT, STRENGTH OF CREW , FLYING SPEED, SPEED AT LANDING,  
AND LENGTY OF RUNWAY REQUIRED AT LANDING, FLIGHT ROUTE-,\$  
SCHEDULED TIME FOR FLIGHT OVER VARIOUS POINTS ALONG FLIGHT  
ROUTE FROM TAKING OFF TO LANDING AT GIA LAM.

END OF MESSAGE

NNNN

10/10

TECHNICAL DATA ASSOCIATED  
WITH  
DR. KISSINGER'S VISIT TO HANOI

1. A 707 normally requires eight thousand (8000) feet of usable runway, but can function with seven thousand (7000) feet. ✓
2. The height of the door of a 707 from the ground is 10 feet or 3.3 meters. This means that the top step of the platform should be 10 feet or 3.3 meters above the ground. ✓
3. If the flight is made from Saigon with return to Saigon, refueling in Hanoi will not be necessary.
4. Ground power supply should be four hundred (400) cycles and 110 volts, three-phase alternating current, with a minimum power of 20 kilovolt amps (KVA). ✓
5. Should an alternative jet aircraft be employed, i.e. either a Jetstar or six-passenger T-39, refueling may be necessary. Normal preference of type fuel is JP-1, JP-4, or JP-5. In the event an alternate jet aircraft of smaller configuration is employed a minimum of seven thousand (7000) feet of runway is also required. ✓



LTS-HK-AB41442

Qqk  
Haw

00 092030Z TOP SECRET/SENSITIVE EXCLUSIVELY EYES ONLY

TO: COMMANDER HOWE, THE WHITE HOUSE  
FROM: COL GUAY

TO: COMMANDER HOWE, THE WHITE HOUSE  
FROM: GENERAL HAIG

CONCERNING THE PAPER SCOWCROFT PROVIDED FOR HAK PRIOR TO OUR DEPARTURE, EXERCISE NOW LOOKS FIRM FOR AS EARLY AS OCTOBER 19. EXERCISE WOULD BE OVERT FROM LOCATION AT SOUTH WHICH I KNOW SO WELL. PLEASE GET FOR ME AS SOON AS POSSIBLE THE ANSWERS TO THE FOLLOWING QUESTIONS:

1. WHAT LENGTH OF RUNWAY IS REQUIRED FOR STANDARD BIRD?
2. WHAT LENGTH OF RUNWAY WOULD BE REQUIRED SHOULD WE DECIDE TO MAKE TRIP OVERTLY IN JETSTAR?
3. COULD A JETSTAR BE LOCATED IN THE AREA I KNOW SO WELL TO SUPPORT EXERCISE?
4. WHAT IS THE HEIGHT OF THE DOOR OF THE STANDARD BIRD? CUSTOMER LACKS LADDAR AND MAY HAVE TO PREFAB BASE.
5. ASSUMING DEPARTURE AND RETURN TO AREA I KNOW SO WELL FOR A STANDARD BIRD WOULD REFUELLING BE NECESSARY TO DESTINATION?
6. WOULD REFUELLING BE NECESSARY FOR JETSTAR IF JETSTAR CAN BE MADE AVAILABLE?
7. ASSUMING WE USED STANDARD BIRD, WHAT POWER SOURCES WOULD HAVE TO BE PROVIDED BY CUSTOMER TO PROVIDE FOR CONTINUOUS COMMUNICATIONS? (SAME DATA WE PROVIDED OUR OTHER TWO CUSTOMERS ON COVERT TRIPS.)
8. WHAT TYPE OF FUEL WOULD BE REQUIRED IF REFUELLING IS NECESSARY FOR BOTH TYPES OF BIRDS IN QUESTION?

TREAT THIS MATTER IN THE CLOSEST HOLD MANNER. I HOPE YOU CAN HAVE REPLIES TO FOREGOING TO US BY NOON PARIS TIME TOMORROW.

WARM REGARDS  
END OF MESSAGE

1. Can fuel tank  
707
2. Can we refuel
3. Ramp for left door?
4. Can we ref to ferry  
messages.
5. Time from Ref to  
place of stay in Hanoi
6. List of passengers passports  
etc and functions to  
be provided.
7. Can stay with Ref?
8. work program.
9. Ref. Power Source needs

To be provided  
Wantage etc  
You now -

Now Please Reply  
Letter from the East  
on S.E.

How can we communicate  
with the destination  
subject?